

FUNCTION 400: TRANSPORTATION

FUNCTION SUMMARY

Function 400 includes all modes of transportation including: ground transportation programs, such as the federal-aid highway program; mass transit operating and capital assistance; rail transportation through the National Rail Passenger Corporation (Amtrak) and rail safety programs; air transportation through the Federal Aviation Administration (FAA) airport improvement program, facilities and equipment program, and operation of the air traffic control system; water transportation through the Coast Guard and Maritime Administration; the Surface Transportation Board; and related transportation support activities.

In 1998, spending for Function 400 was \$46.0 billion in BA and \$40.8 billion in outlays. Discretionary spending, including obligation limitations placed on transportation programs by the Appropriations Committee, represents nearly all spending in the function.

As reflected in the spending summary table, compared to the freeze baseline, budget authority would be \$46.0 billion in 1999, rising to \$46.2 billion by 2003. Outlays would rise from \$41.8 billion in 1999 to \$43.1 billion in 2003.

Discretionary spending in Function 400 was designated as a protected function under the BBA last year.

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SPENDING SUMMARY (\$ billions)

		1998	1999	2000	2001	2002	2003
Chairman's Mark	BA	46.0	51.5	51.9	52.1	51.5	52.1
	OT	40.8	42.8	44.7	45.7	45.8	46.9
BBA	BA	46.0	47.3	47.1	47.4	47.2	48.2
	OT	40.8	41.3	41.5	41.3	40.7	42.3
Freeze Baseline	BA	46.0	46.0	46.1	46.1	45.6	46.2
	OT	40.8	41.8	41.9	42.1	42.1	43.1
Chairman's Mark compared to:							
BBA	BA	--	+4.2	+4.8	+4.7	+4.3	+3.9
	OT	--	+1.5	+3.2	+4.4	+5.1	+4.6
Freeze Baseline	BA	--	+5.5	+5.8	+6.0	+5.9	+5.9
	OT	--	+1.0	+2.8	+3.6	+3.7	+3.8

DESCRIPTION OF CHAIRMAN'S MARK

The Chairman's Mark proposes discretionary spending of \$13.9 billion in BA and \$40.4 billion in outlays in 1999. This represents an increase of \$0.2 billion in BA and \$0.9 billion in outlays more than 1998.

Over the next five years, the Chairman's Mark would increase discretionary outlays by \$18.8 billion over the discretionary levels assumed in the BBA.

- ▶ The Chairman's Mark incorporates the Senate-passed increases and proposed offsets for the reauthorization of the **Intermodal Surface Transportation Efficiency Act (ISTEA)**. Specifically, this agreement calls for increases of \$25.9 billion in contract authority for highway and highway safety programs above the levels agreed to in last year's BBA.
- ▶ Spending this additional contract authority requires \$18.5 billion in outlays. Identified offsets for this increased discretionary spending are contained in Function 920, Allowances.

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- ▶ The Chairman's Mark assumes increased spending of \$2.7 billion in outlays over the next five years for **mass transit programs**.
- ▶ The Chairman's Mark assumes the President's proposed reductions to other non-ISTEA transportation programs such as the **Coast Guard, the Federal Railroad Administration, (FRA), Appalachian Highway Development funding (consistent with the Senate-passed ISTEA bill), the Maritime Administration, NASA Aeronautics**, and other programs.
- ▶ The Chairman's Mark **rejects the President's budget proposal to redefine obligation limitations** set by the Appropriations Committee for federal-aid highway, highway safety, mass transit, and Airport Improvement Program (AIP) contract authority programs as discretionary budget authority.